

IN THE CLAIMS:

Entry of the following amendments to place the claims into condition for allowance is respectfully requested:

1. (currently amended): A disc brake for a commercial vehicle, comprising:
a rotor; and
a caliper which applies a braking force to a friction surface portion of the rotor when in an in-use position,
wherein
the rotor has a hub portion adapted to be mounted on a hub of an axle of the vehicle,
the rotor has a connecting portion extending from the hub portion which, when in an in-use position, places the friction portion axially inboard toward a center of the vehicle a distance sufficient to place the friction portion outside an axially-inboard-extending envelope of a wheel when the wheel is mounted on the axle hub.

2. (original): The disc brake of claim 1, wherein the friction portion has an outer radius greater than an inner radius of a rim of the wheel.

3. (currently amended): A commercial vehicle axle assembly, comprising:
a vehicle axle; and
a disc brake disposed at a hub end of the vehicle axle, the disc brake

including:

a rotor; and

a caliper disposed to apply a braking force to a friction surface portion
of the rotor,

wherein

the rotor has a hub portion adapted to be mounted on a hub at the hub
end of the axle,

the rotor has a connecting portion extending from the hub portion
which, when in an in-use position, places the friction portion
axially inboard toward a center of the vehicle a distance
sufficient to place the friction portion outside an axially-inboard-
extending envelope of a wheel when the wheel is mounted on the
axle hub.

4. (original): The vehicle axle assembly of claim 3, wherein the friction
portion has an outer radius greater than an inner radius of a rim of the wheel.

5. (original): The vehicle axle assembly of claim 3, wherein the caliper is
affixed to a caliper mount.

6. (original): The vehicle axle assembly of claim 5, wherein the caliper
mount is affixed to the vehicle axle.

7. (original): The vehicle axle assembly of claim 3, wherein the axle hub is adapted to receive the hub portion of the rotor, and the rotor is held between the axle hub and a rim of a wheel.

8. (original): The vehicle axle assembly of claim 4, wherein the axle hub is adapted to receive the hub portion of the rotor, and the rotor is held between the axle hub and a rim of a wheel.

9. (original): The vehicle axle assembly of claim 3, further comprising:
a hub adapter,
wherein the hub adapter is arranged to receive the hub portion of the rotor and is disposed on the axle hub such that the rotor is axially inboard when a wheel rim is mounted on the axle hub.

10. (original): The vehicle axle assembly of claim 4, further comprising:
a hub adapter,
wherein the hub adapter is arranged to receive the hub portion of the rotor and is disposed on the axle hub such that the rotor is axially inboard when a wheel rim is mounted on the axle hub.

11. (currently amended): A disc brake for a commercial vehicle, comprising:
a rotor; and
a caliper which applies a braking force to a friction surface portion of the
rotor when in an in-use position,
wherein

the rotor has a hub portion adapted to be mounted on a hub of an axle of
the vehicle, and when in an in-use position, the hub portion is located
within an axially-inboard-extending envelope of a wheel when the
wheel is mounted on the axle hub,
the rotor has a connecting portion extending from the hub portion which,
when in an in-use position, places the friction portion axially inboard
toward a center of the vehicle a distance sufficient to place the friction
portion outside the wheel envelope.

12. (previously presented): The disc brake of claim 11, wherein the friction
portion has an outer radius greater than an inner radius of a rim of the wheel.

13. (currently amended): A commercial vehicle axle assembly, comprising:
a vehicle axle; and
a disc brake disposed at a hub end of the vehicle axle, the disc brake
including:
a rotor; and

a caliper disposed to apply a braking force to a friction surface portion
of the rotor,

wherein

the rotor has a hub portion adapted to be mounted on a hub at the hub
end of the axle, and when in an in-use position, the hub portion
is located within an axially-inboard-extending envelope of a
wheel when the wheel is mounted on the axle hub,
rotor has a connecting portion extending from the hub portion which,
when in an in-use position, places the friction portion axially
inboard toward a center of the vehicle a distance sufficient to
place the friction portion outside the wheel envelope

14. (previously presented): The vehicle axle assembly of claim 13, wherein
the friction portion has an outer radius greater than an inner radius of a rim of the
wheel.

15. (previously presented): The vehicle axle assembly of claim 13, wherein
the caliper is affixed to a caliper mount.

16. (previously presented): The vehicle axle assembly of claim 15, wherein
the caliper mount is affixed to the vehicle axle.

17. (previously presented): The vehicle axle assembly of claim 13, wherein the axle hub is adapted to receive the hub portion of the rotor, and the rotor is held between the axle hub and a rim of a wheel.

18. (previously presented): The vehicle axle assembly of claim 14, wherein the axle hub is adapted to receive the hub portion of the rotor, and the rotor is held between the axle hub and a rim of a wheel.

19. (previously presented): The vehicle axle assembly of claim 13, further comprising:

a hub adapter,

wherein the hub adapter is arranged to receive the hub portion of the rotor and is disposed on the axle hub such that the rotor is axially inboard when a wheel rim is mounted on the axle hub.

20. (previously presented): The vehicle axle assembly of claim 14, further comprising:

a hub adapter,

wherein the hub adapter is arranged to receive the hub portion of the rotor and is disposed on the axle hub such that the rotor is axially inboard when a wheel rim is mounted on the axle hub.